



San Bernardino Associated Governments
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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

AGENDA

Commuter Rail Committee Meeting

May 12, 2004

12:00 p.m.

Location

SANBAG Office
472 N. Arrowhead Avenue
San Bernardino, CA

Commuter Rail Committee Membership

Chair

Council Member Patricia Gilbreath
City of Redlands

Council Member Robert Christman
City of Loma Linda

Vice Chair

Mayor Lee Ann Garcia
City of Grand Terrace

Mayor Paul Eaton
City of Montclair

Mayor William Alexander
City of Rancho Cucamonga

Mayor Eunice Ulloa
City of Chino

Mayor Pro Tem Kelly Chastain
City of Colton

Mayor Judith Valles
City of San Bernardino

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail Committee Meeting

**May 12, 2004
12:00 p.m.**

Location: SANBAG Office, 472 N. Arrowhead Avenue, San Bernardino

**LUNCH WILL BE PROVIDED
R.S.V.P. by Monday, May 10th to Daylene at (909) 884-8276**

CALL TO ORDER

(Meeting Chaired by Council Member Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

Notes/Actions

1. **Possible Conflict of Interest Issues for the SANBAG pg. 6
Commuter Rail Committee Meeting of May 12, 2004**

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item. [CRC0403z-mab.doc](#)

Consent Calendar

2. Commuter Rail Committee Attendance Roster pg. 8

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum. [crcatt04.doc](#)

Discussion Items

3. Measure I Extension Ordinance and Request for Placement on November 2004 Ballot pg. 10

1. Find that the approval by the San Bernardino County Transportation Authority of Ordinance No. 04-01 requesting the Board of Supervisors to place a measure on the ballot to extend the existing one half of one percent sales tax for transportation purposes is a project exempt under the California Environmental Quality Act Guidelines, section 15378(b)(3) and public Resources Code section 21080(b)(13).

2. Approve Ordinance No. 04-01 by two-thirds vote providing for the continuation of a one-half of one percent retail transactions and use tax by the San Bernardino County Transportation Authority for local transportation purposes.

3. Adopt the Transportation Expenditure Plan for the revenues expected to be derived from the tax together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

4. Request the San Bernardino County Board of Supervisors to call an election for voter approval of the proposition as specified in Exhibit C of Ordinance No. 04-01 for the extension of the Measure "I" tax.

[CRC0405d-mab.doc](#)

Discussion Items Continued...

4. **California High Speed Rail Authority Programmatic Environmental Impact Report and Environmental Impact Statement (PEIR/EIS) for the Proposed Statewide High Speed Train System** pg. 40

Support retention of both San Bernardino County high speed rail alignments; either via the San Bernardino Metrolink station or an I-10 alignment through Colton.

Support two route and station alignment options at Los Angeles Union Station – Existing Union Station or Union Station South (Through) – and oppose the LA River East station and alignment option in downtown Los Angeles.

Support additional route-specific studies only if the Los Angeles-San Diego route via the Inland Corridor is included in the Phase I System plan. [CRC0405a-mab.doc](#)

5. **Southern California Regional Rail Authority (SCRRA) Fiscal Year 2004/2005 Preliminary Budget** pg. 46

Approve the SANBAG Fiscal Year 2004/2005 Operating Assistance Financial Contribution to the SCRRA as follows: \$5,149,000 as identified in the SCRRA Preliminary Budget plus \$271,350 for FY 2004/2005 commuter rail equipment lease expense for a total of \$5,420,350 in Valley LTF as identified in the Financial Impact Section.

Approve the SANBAG Fiscal Year 2004/2005 Capital Assistance Financial Contribution to the SCRRA as follows: \$315,597 in Valley LTF for the capital replacement fund and \$3,090,000 (\$2,472,000 in FTA Section 5309 Rail Modernization, \$360,000 in Valley LTF and \$258,000 in State Transit Assistance (STA)) for capital rehabilitation/renovation (capital maintenance) projects as identified in the SCRRA Preliminary Budget plus \$4,121,000 (\$3,770,000 in FTA Section 5307 Fixed Guideway and \$351,000 in Valley LTF), for new capital projects not currently included in the SCRRA Preliminary Capital Budget. The total capital contribution to SCRRA in Fiscal Year 2004/2005 will be \$7,526,597 as identified in the Financial Impact Section. [crc0405b-mab.doc](#)

Discussion Items Continued...**6. Sale of Surplus Property Located between 3rd Avenue and 6th Avenue in the City of Upland** pg. 52

Find that approximately 00.62 acres of the non-operating property between 3rd and 6th Avenues in the City of Upland is no longer required for SANBAG use; (four-fifths vote required).

Approve the Purchase and Sale Agreement (Contract 04-061) for the sale of approximately 0.62 acres of non-operating property to the Upland Community Redevelopment Agency for the appraised value of (preliminary appraisal value expected by 5/4 and final appraisal value by 5/14) as identified in the Financial Impact Section.

Approve Amendment to SANBAG Lease Agreement (Contract 97-035) with the City of Upland reducing the area of the lease by the approximately 0.62 acres acquired by the Upland Community Redevelopment Agency.

[crc0405c-mab.doc](#)

Public Comments**7. Additional Items from Committee Members****8. Brief Comments by the General Public****Additional Information**

Acronym List [Acronym List.doc](#)

pg. 68

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884 8276.

San Bernardino Associated Governments

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the San Bernardino Associated Governments (SANBAG) Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the SANBAG Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 472 N. Arrowhead Avenue, San Bernardino, CA.

Agendas – All agendas are posted at 472 N. Arrowhead Avenue, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 472 N. Arrowhead Avenue, San Bernardino.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject with SANBAG's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. The time limits established in Rule #4 still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Please be aware that a NO SMOKING policy has been established for SANBAG meetings. Your cooperation is appreciated!

Minute Action

AGENDA ITEM: _____

Date: March 10, 2004

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
None	None	None	None

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by the SANBAG Board of Directors and policy committee members.

Responsible Staff: Michael Bair, Director of Transit/Rail Programs

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Approved
San Bernardino Associated Governments
Commuter Rail Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COMMUTER RAIL COMMITTEE ATTENDANCE ROSTER – 2004

Name	Jan.	March	May	July	Sept.	Nov.
Pat Gilbreath Term Exp. 12/31/2004	X	X				
Lee Ann Garcia Term Exp. 12/31/2004		X				
Bill Alexander Indeterminate	X	X				
Kelly Chastain Indeterminate	X	X				
Robert Christman Term Exp. 12/31/2005	X					
Paul Eaton Indeterminate	X					
Eunice Ulloa Term Exp. 12/31/2005	X	X				
Judith Valles Indeterminate	X					

Commuter Rail Meetings are held on odd months

Minute Action

AGENDA ITEM: _____

Date: May 12, 2004

Subject: Measure I Extension Ordinance and Request for Placement on November 2004 Ballot

Recommendation:* 1. Find that the approval by the San Bernardino County Transportation Authority of Ordinance No. 04-01 requesting the Board of Supervisors to place a measure on the ballot to extend the existing one half of one percent sales tax for transportation purposes is a project exempt under the California Environmental Quality Act Guidelines, section 15378(b)(3) and Public Resources Code section 21080(b)(13).

2. Approve Ordinance No. 04-01 by two-thirds vote providing for the continuation of a one-half of one percent retail transactions and use tax by the San Bernardino County Transportation Authority for local transportation purposes.

3. Adopt the Transportation Expenditure Plan for the revenues expected to be derived from the tax together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

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Approved
San Bernardino Associated Governments
Commuter Rail Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

4. Request the San Bernardino County Board of Supervisors to call an election for voter approval of the proposition as specified in Exhibit C of Ordinance No. 04-01 for the extension of the Measure "I" tax.

Background:

San Bernardino County voters approved Measure I, the County's one-half of one percent transactions and use tax for transportation improvements, in November 1989. Since its inception, Measure I has provided funding for numerous transportation projects, including freeways, local roads, major streets, interchanges, the Metrolink commuter train system, public buses, traffic signals, and more. Measure I will expire in 2010.

During the past year, SANBAG Board Members have developed a proposal to continue Measure I. The process to develop the proposal included workshops involving Council Members, County Supervisors, and technical staff from all subareas of the county, as well as numerous stakeholders from the public and private sectors. Upon approved by the voters, it would authorize the continued collection of a one-half of one percent sales tax for a 30-year period from 2010 to 2040, generating an anticipated total of \$6 billion for local transportation projects, without raising additional taxes. These funds would remain in San Bernardino County and could not be borrowed or suspended by the state or federal governments for any reason.

A million more people are projected to live in San Bernardino County by 2030, and the continuation of Measure I will help fight traffic congestion with a long-term funding source for freeways, highways, major streets, local streets, passenger trains and bus fare discounts for seniors and persons with disabilities. Measure I also will help improve road access for emergency responders, such as police, fire and ambulance services and will help repair badly deteriorated roads countywide. Measure I will help boost San Bernardino County's economy by providing construction-related jobs and manufacturing jobs and by making the area more attractive to businesses that need an effective transportation network for its employees and customers. Annual financial audits and an Independent Taxpayer Oversight Committee will insure that funds are spent appropriately.

This item includes both a finding that the proposed action is a project exempt from CEQA review pursuant to both the CEQA Guidelines and the California Public Resources Code, and approval of Ordinance No. 04-01 requesting placement on the ballot of a measure to continue Measure I, the half cent transportation tax.

Public Utilities Code Section requires approval of the Transportation Expenditure Plan by the Board of Supervisors and a majority of the cities with a majority of the population. In May 2004, the SANBAG Board approved the Transportation Expenditure Plan for circulation among the cities/towns and the Board of Supervisors and recommended that each jurisdiction approve the Transportation Expenditure Plan.

Certain actions by governmental entities within the state of California are subject to the provisions of CEQA. The recommended action includes a finding by the SANBAG Board of Directors that this proposed action to place a measure on the ballot to extend the existing one half of one percent sales tax for transportation purposes is a project exempt under both the California Environmental Quality Act Guidelines, section 15378(b)(3) and Public Resources Code section 21080(b)(13). The project is exempt pursuant to the CEQA Guidelines because it is a ballot measure submitted to the voters. It is also exempted by the Public Resources Code because it constitutes development of a regional transportation improvement program.

The Measure I Transportation Expenditure Plan specifies the allocation of tax revenue countywide for the new measure, which would take effect upon the expiration of the current measure in 2010. Key elements of the Plan are as follows:

- The Plan retains the six county subareas and directs revenues generated from each subarea to be expended on transportation projects of direct benefit to that subarea. Within the San Bernardino Valley Subarea, the funds collected from this subarea would be used for projects of direct benefit to the Valley using the following formula:

- 29% Freeway projects
- 11% Freeway interchange projects
- 20% Major street projects
- 20% Local street projects (Returned to local jurisdictions for priority projects)
- 8% Metrolink/rail service
- 8% Senior and disabled transit service
- 2% Express bus/bus rapid transit service
- 2% Traffic management systems (signal synchronization, commuter assistance, etc.)

- Within the Mountain/Desert Subareas (the North Desert Subarea, the Colorado River Subarea, the Morongo Basin Subarea, the Mountains Subarea and

the Victor Valley Subarea), the funds collected from each subarea would be used for projects of benefit to each subarea using the following formula:

70% Local street projects (Returned to local jurisdictions for priority projects)
25% Major local highway projects
5% Senior and disabled transit service

- The Plan would reserve 3% of the revenue generated in both the San Bernardino Valley Subarea and the Victor Valley Subarea for improvements to the Cajon Pass, which are critical for intra-county travel for residents of both subareas.
- The Plan provides for all future development to pay its fair share for needed transportation facilities as a result of the new development. No Measure I revenue would be used to replace the fair share contributions required from new development.
- The Plan also contains a requirement for annual financial audits of each jurisdiction's expenditure of Measure I funds and establishment of an Independent Taxpayer Oversight Committee.

Financial Impact: This action will have no financial impact on the SANBAG budget. Approval of the continuation of Measure I will result in \$6 billion in transportation revenue countywide for the 30 year term. Based upon return to source, a total of \$1.3 billion would be allocated to the Mountain/Desert subareas and \$4.5 billion would be allocated for San Bernardino Valley subarea projects. Approximately \$170 million would be allocated for improvements to the Cajon Pass, derived from 3% of the revenue generated in the Valley and the Victor Valley.

Reviewed By: In April 2004, SANBAG policy committees reviewed the Transportation Expenditure Plan and unanimously recommended approval. In May, policy committees will review and make recommendations on setting the election for voter approval of continuation of the Measure I half-cent transportation tax.

Responsible Staff: Norman R. King, Executive Director, and SANBAG Staff

Minute Action

AGENDA ITEM: _____

Date: May 12, 2004

Subject: California High Speed Rail Authority Programmatic Environmental Impact Report and Environmental Impact Statement (PEIR/EIS) for the Proposed Statewide High Speed Train System

Recommendation:* Support retention of both San Bernardino County high speed rail alignments; either via the San Bernardino Metrolink station or an I-10 alignment through Colton.

Support two route and station alignment options at Los Angeles Union Station—Existing Union Station or Union Station South (Through)—and oppose the LA River East station and alignment option in Downtown Los Angeles.

Support additional route-specific studies only if the Los Angeles-San Diego route via the Inland Corridor is included in the Phase I system plan.

Background: The California High Speed Rail Authority has released a Draft Programmatic Environmental Impact Report/Environmental Impact Statement (PEIR/EIS) for the proposed statewide High Speed train system. The Authority released the document for public comment on February 14, 2004 and will accept comments through August of 2004.

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Approved
San Bernardino Associated Governments
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

This document is presented as a program-level assessment of the proposed high speed system. It is not the final environmental impact report but it will be used to eliminate alignments and stations as well as to preserve alignments and stations as design work commences. The document presents three principal transportation alternatives: (1) a No-Project option that includes no additional highway, rail or air facilities to meet transportation demand; (2) the Modal Alternative which adds 3,000 more freeway lane miles and 90 more airport passenger gates; and (3) the High Speed Train alternative.

Within San Bernardino County the PEIR/EIS recommends carrying forward into the design phase two different alignments for this service. Furthermore, depending upon an alignment choice made in downtown Los Angeles, service to the Inland Empire will either be more or less likely. Finally, while the PEIR/EIS does not include the Business Plan previously released by the HSRA, that plan recommended that the first phase system only connect Los Angeles and the Bay Area, leaving the eventual extension of the service through the Inland Empire to a later phase of the program. These three issues are discussed in more detail below.

San Bernardino County Alignments and Stations

Between Los Angeles and San Diego, using the Inland Empire alignment, the PEIR/EIS recommends that the high speed rail line serve Ontario Airport. Between the airport and Riverside County two alternatives are recommended for further study. These two alignment alternatives are depicted in Figure 2.6-53 of the PEIR/EIS and reproduced here. The I-10 alternative generally follows I-10 eastward from Ontario Airport until the I-215 where it swings south for Riverside County and San Diego. This alternative includes a possible station in Colton. The Metrolink alternative also uses I-10 east of the Ontario Airport but transitions to the Metrolink right of way near the I-15 corridor. This second alternative serves the Metrolink station in San Bernardino and then connects to the I-215 freeway.

The HSRA is not seeking a definitive selection of one alternative over the other at this time. The I-10 alternative provides more direct and likely higher speed service towards San Diego. On the other hand, the Metrolink alternative provides connections to a major Metrolink station in San Bernardino.

Staff supports continuing study on both alternatives.

Downtown Los Angeles Alignment and Station Selection

Figure 2.6-47 displays the recommended alignments and stations in downtown Los Angeles to be carried forward in the future design work. The PEIR/EIS shows several alignments and three potential station locations in downtown Los Angeles, all located near Union Station, the current hub of Metrolink and Amtrak rail services in Southern California. The selection of a preferred station location is critical to a future decision to extend high speed rail service to the Inland Empire. Two of these station alternatives—"Existing Union Station" and "Union Station South (Through)"—permit direct high speed rail service towards the Inland Empire. The other station alternative—"LA River East"—does not permit direct high speed rail service towards the Inland Empire. This latter alternative primarily facilitates extension of the high speed rail system directly south into Orange County.

The PEIR/EIS contains the following narrative for each alternative: Existing Union Station: "This potential station site would provide connectivity to other transportation modes, avoid impacts to the Los Angeles River, and connect with the UPRR/El Monte/Colton alignment to the Inland Empire." LAUS South Through: "This potential station site would provide connections for the UPRR/El Monte alignment to Inland Empire and would connect to the LOSSAN and LAX corridor regions." Los Angeles River East: "This potential station site would serve the Metrolink/UPRR alignment, be compatible with existing/planned development, have lower capital costs than some other potential station sites, and connect with the LOSSAN corridor region."

"LOSSAN" is an acronym referring to the Los Angeles-San Diego rail corridor currently used by Amtrak.

While not featured prominently in this document, there has been discussion about the advantages and disadvantages of serving San Diego primarily through use of an improved LOSSAN corridor. The adopted high speed rail alignment to San Diego is the alignment via the Inland Empire. The selection of a station location in downtown Los Angeles is important for the eventual decision to extend the high speed rail either towards the Inland Empire or towards Irvine on the LOSSAN corridor.

For this reason Staff supports the selection of either the "Existing Union Station" or "Union Station South (Through)" alternative and opposes the "LA River East" alternative.

Inclusion of Inland Empire in Phase I System

During the course of the project development program for high speed rail many separate reports have been prepared. The PEIR/EIS is the most comprehensive integration of the key documents. Nevertheless, the Business Plan for the financing and construction of this system has not been included and in many ways is crucial to the understanding of how the entire program would unfold.

In the original plan, voters in 2004 would have been asked to approve \$9.95 billion in bonds as the state share of construction for an initial segment of high speed rail. This segment would have extended from Los Angeles to the Bay Area. It now appears that the bond measure vote may be delayed because of the state fiscal crisis. Notwithstanding the delay, the Business Plan discussed in general terms that the Phase I system would likely generate cash exceeding operating costs. This cash surplus would then be used to construct other parts of the system.

Unfunded parts of the system include service to Oakland from San Jose, Sacramento from Merced, and Los Angeles to San Diego. No information has been presented to demonstrate the likelihood of such a financing plan succeeding nor have any of the unfunded segments been prioritized.

Confounding the issue even more, there is great interest on the part of the High Speed Rail Authority in extending the reach of the system into Orange County at Irvine. The PEIR/EIS contains extended discussion of alignments and stations for such an extension. At Irvine the high speed train would connect to Amtrak and Metrolink services. Or, alternatively, Amtrak and Metrolink services could take advantage of a new direct high speed line to Los Angeles to connect with the statewide system. In either case service on the LOSSAN corridor would be greatly improved and travel time to San Diego greatly reduced, if not quite as fast as the estimated 1 hour travel time to San Diego via an Inland Empire routing.

The \$9.95 billion bond measure, while it does not directly contain funding for the Irvine segment, nevertheless does contain \$950 million to be used for connecting rail services. These connecting rail services could clearly include an Irvine extension.

Consequently, even though the adopted high speed line to San Diego uses alignments through the Inland Empire, other actions that the HSRA could take in supporting improved rail links towards San Diego could undermine the likelihood that the HSRA would direct future funding towards the adopted Inland Empire alignment.

For this reason Staff recommends that SANBAG adopt a position requiring construction of the Los Angeles-San Diego link as part of Phase I. Other ridership studies have demonstrated that this link will generate substantial revenues to the statewide system.

Financial Impact: This item has no direct impact on the SANBAG adopted budget. Staff and consultant review of the high speed rail draft PEIR/EIS is consistent with work performed under Task 0435205 – General Commuter Rail and is funded with LTF Planning.

Reviewed By: The Commuter Rail Committee will review this item on May 12, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Carl Schiermeyer, SANBAG Rail Consultant

Minute Action

AGENDA ITEM: _____

Date: May 12, 2004

Subject: Southern California Regional Rail Authority (SCRRA) Fiscal Year 2004/2005 Preliminary Budget

Recommendation:* Approve the SANBAG Fiscal Year 2004/2005 Operating Assistance Financial Contribution to the SCRRA as follows: \$5,149,000 as identified in the SCRRA Preliminary Budget plus \$271,350 for FY 2004/2005 commuter rail equipment lease expense for a total of \$5,420,350 in Valley LTF as identified in the Financial Impact Section.

Approve the SANBAG Fiscal Year 2004/2005 Capital Assistance Financial Contribution to the SCRRA as follows: \$315,597 in Valley LTF for the capital replacement fund and \$3,090,000 (\$2,472,000 in FTA Section 5309 Rail Modernization, \$360,000 in Valley LTF and \$258,000 in State Transit Assistance (STA)) for capital rehabilitation/renovation (capital maintenance) projects as identified in the SCRRA Preliminary Budget plus \$4,121,000 (\$3,770,000 in FTA Section 5307 Fixed Guideway and \$351,000 in Valley LTF), for new capital projects not currently included in the SCRRA Preliminary Capital Budget. The total capital contribution to SCRRA in Fiscal Year 2004/2005 will be \$7,526,597 as identified in the Financial Impact Section.

Background: The Joint Powers Agreement forming the Southern California Regional Rail Authority (SCRRA) requires that a Preliminary Budget be presented to the

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Approved
San Bernardino Associated Governments
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

member agencies by May 1 of each year. On April 23, 2004, the SCRRA Board authorized the release of the Fiscal Year 2004/2005 Preliminary Budget (a copy is enclosed with the agenda). Each member agency must approve its share of the budget before adoption of a Final Budget by the SCRRA Board no later than June 30th.

SCRRA Fiscal Year 2004/2005 Preliminary Budget Highlights:

The SCRRA Fiscal Year 2004/2005 Preliminary Budget of \$275.4 million is comprised of an Operating Budget of \$108.3 million and a Capital Budget of \$167.1 million.

The Operating Budget reflects a 4.9% increase over the Fiscal Year 2003/2004 Budget. Average weekday and total ridership is expected to increase by 6%. Farebox revenue is estimated to be \$46.9 million, reflecting the 4% fare increase approved by the SCRRA Board in April and representing an 8% increase over the current year budget. Dispatching and other operating revenues are expected to increase by 7.1% to \$3.0 million. Maintenance-of-way revenue is expected to increase by 1.5% to \$8.6 million. Member agency contributions to the Operating Budget are projected to be \$49.8 million, representing an increase of 2.4%.

It is important to note that the Preliminary Operating Budget does not include expenses associated with the lease of additional commuter rail equipment from Sound Transit. Not all of the member agencies have agreed to the amount of equipment to lease or identified how the lease expense will be paid for. The total equipment lease cost could add between \$1.2 and \$2.3 million to the Preliminary Operating Budget.

The Capital Budget reflects a 2% reduction from the Fiscal Year 2003/2004 Budget. The Capital Budget (Rehabilitation/Renovation and New Capital) continues several important projects to improve the operation of passenger and freight service on member agency owned routes. Additional New Capital projects will be added to the Capital Budget as approved funding is identified. As part of this item, SANBAG will be requesting the addition of projects proposed in its commuter rail capital budget.

Highlights of the Preliminary Fiscal Year 2004/2005 Budget include:

Operating expense per train mile is expected to be \$50.57, a 5% increase from the current year.

Operating expense per passenger mile is expected to equal \$0.29, a decrease of \$0.01.

Subsidy per passenger mile decreases from \$0.14 to \$0.13.

Operating subsidy per rider declines from \$5.25 to \$5.07, a 3% decline.

Revenue recovery is projected to equal 54%, an exceptional amount relative to other transit systems.

Farebox recovery is expected to equal 47%.

San Bernardino County Operating Assistance:

The SCRRA Fiscal Year 2004/2005 Preliminary Budget contains the following service levels for each line serving San Bernardino County.

Line	Weekday Trains	Saturday Trains	Sunday Trains
San Bernardino	30 San Bdno-LA 4 Covina-LA	7 San Bdno-LA 4 Riverside-LA	2 San Bdno-LA 6 Riverside-LA
Riverside	12 Riverside-LA (UP)		
Inland Empire/Orange County	4 San Bdno-Irvine 1 San Bdno-Laguna Nigel 1 San Bdno-San Juan Cap. 2 San Bdno-Oceanside		

At the time the SCRRA Preliminary Budget was prepared, there had not been agreement amongst the member agencies related to the lease of additional equipment from Sound Transit. It is anticipated that such agreement will be completed before the SCRRA Board adoption of the recommended FY 2004/2005 Budget in June. SANBAG staff is including the equipment lease cost for its share of ten (10) additional cars to address overcrowding (\$89,035) as well as its share for the lease of an additional train set for expanded service on the San Bernardino line (\$182,315).

The additional train set will allow the four Covina-LA weekday trains to be extended to San Bernardino. In addition, there would be four weekday trains operating between Montclair and San Bernardino, offering a first-ever reverse commute service into San Bernardino. The marginal cost of operating this additional service is expected to be covered by the revenue generated by the 550 average weekday new passengers.

The forecast of ridership shows continued growth on two of the three lines serving San Bernardino County. The average weekday ridership on the San Bernardino line is expected to increase by 2.4% over the Fiscal Year 2003/2004 estimate to a total of 10,502. The average Saturday ridership is expected to be 2,893; representing a decline of 6% over the current year estimate. And the Sunday average ridership is expected to increase by 9.4% to 1,671. The average weekday ridership on the IEOC line is expected to increase by 13.7% to 3,752. The average daily ridership on the Riverside line is expected to decline by 2.7% to 4,315. The forecasted ridership takes into consideration the 4% across-the-board fare increase approved by the SCRRA Board in April. However, the forecast does not take into consideration the ridership that would result from the additional weekday service proposed for the San Bernardino line. With the additional service referred to above the average weekday ridership for the San Bernardino line would increase to more than 11,000.

The total operating expense contained in the Preliminary Budget allocated to SANBAG is \$13,284,800. Farebox revenue, other and maintenance-of-way revenue is expected to be \$8,135,800, leaving an operating assistance contribution of \$5,149,000. With the inclusion of the lease of sufficient commuter rail equipment to add service to the San Bernardino line, the SANBAG operating subsidy would increase by \$271,350 for a new total of \$5,420,350.

San Bernardino County Capital Assistance:

The Preliminary Budget for capital projects is divided into two major components; Renovation/Rehabilitation (capital maintenance) and New Capital. The Renovation/Rehabilitation budget allocation to SANBAG is \$7,525,568. Of this amount, \$4,435,568 is for projects being brought forward from Fiscal Year 2003/2004. The remaining \$3,090,000 represents a new contribution from SANBAG for Fiscal Year 2004/2005. The new funding will be applied to the wood tie replacement, road crossing resurfacing, rail grinding, signal and communications, service vehicle replacement, and rolling stock rehabilitation/renovation programs. In addition, the new funds will be used to replace the tactile warning surfaces at Union Station platforms, improve operating speed between San Bernardino and Rana on the IEOC line, and GIS mapping of the San Gabriel Subdivision. Funding for the Renovation/Rehabilitation Budget will be comprised of \$2,472,000 in FTA Section 5309 Rail Modernization funds, \$360,000 in Valley LTF funds and \$258,000 in STA funds.

The New Capital Budget allocation to SANBAG is \$1,964,269 and includes \$1,648,672 in projects from Fiscal Year 2003/2004. The remaining \$315,597

represents the SANBAG annual contribution to the rolling stock replacement fund. Funding for the replacement rolling stock fund will be provided from Valley LTF. Through this item, SANBAG is requesting that SCRRA add the following projects and revenue sources to the Fiscal Year 2004/2005 New Capital Budget.

Project	Total Cost	FTA 5307	LTF
GPS at Stations	\$ 305,000	\$ 244,000	\$ 61,000
Four New TVM	\$ 400,000	\$ 320,000	\$ 80,000
Additional Funding Montclair Undercrossing	\$1,050,000	\$ 840,000	\$210,000
Rolling Stock (second payment)	\$2,366,000	\$2,366,000	
Total New Projects	\$4,121,000	\$3,770,000	\$351,000

With the addition of the above projects, the total capital assistance from SANBAG will be \$7,520,597. SCRRA will be the grant recipient for all FTA funds (Sections 5307 & 5309). SANBAG will be the claimant for the LTF and STA and will make quarterly payments to SCRRA.

Financial Impact: Including the lease of equipment to address overcrowding and the expansion of service on the San Bernardino line, the amount of operating assistance SANBAG would be required to pay is \$5,420,350. The funding source for operating assistance will be Valley LTF Rail and the amount is consistent with the SANBAG Budget for Task 0535220 – Commuter Rail Operating Expense. The amount of capital assistance SANBAG will be required to fund will total \$7,526,597. Funding sources for capital assistance will be comprised of \$3,770,000 in FTA Section 5307 Fixed Guideway, \$2,472,000 in FTA Section 5309 Rail Modernization, \$1,026,597 in Valley LTF Rail and \$258,000 in STA. Only the LTF and STA revenues will flow through the SANBAG Budget. The amount of LTF and STA for capital assistance is consistent with the SANBAG Budget for Task 0535230 – Commuter Rail Capital Expense.

Reviewed By: The Commuter Rail Committee will review this item on May 12, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Minute Action

AGENDA ITEM: _____

Date: May 12, 2004

Subject: Sale of Surplus Property Located between 3rd Avenue and 6th Avenue in the City of Upland

Recommendation:* Find that approximately 0.62 acres of the non-operating property between 3rd and 6th Avenues in the City of Upland is no longer required for SANBAG use; (four-fifths vote required).

Approve the Purchase and Sale Agreement (Contract 04-061) for the sale of approximately 0.62 acres of non-operating property to the Upland Community Redevelopment Agency for the appraised value of (preliminary appraisal value expected by 5/4 and final appraisal value by 5/14) as identified in the Financial Impact Section.

Approve Amendment to SANBAG Lease Agreement (Contract 97-035) with the City of Upland reducing the area of the lease by the approximately 0.62 acres acquired by the Upland Community Redevelopment Agency.

Background: The City of Upland and the Upland Community Redevelopment Agency have requested that SANBAG consider selling approximately 0.62 acres on non-operating property located between 3rd and 6th Avenues so that additional senior housing can be constructed as part of the Coy D. Estes Senior Housing Expansion Project (see attached site map). The area to be sold is part of a larger

*

Approved
San Bernardino Associated Governments
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

2.22 acre non-operating parcel purchased by SANBAG from the Southern Pacific as part of the acquisition of the Baldwin Park Branch in 1991. The 2.22 acre site is currently leased to the City of Upland (SANBAG Contract 97-035) and has been improved with landscaping and overflow parking for the existing senior housing complex located to the south.

The SANBAG Board has adopted a policy to retain the former SP Baldwin Park Branch for future transportation purposes. The Board has also authorized the development of use, such as a pedestrian and bicycle trail system, so long as there remains a 45-foot reservation for future rail purposes. Currently, the City of Upland is constructing a portion of the trail system between Euclid and Grove Avenues. The trail system is within the 60-foot portion of the right-of-way to be retained by SANBAG. The portion of the non-operating property to be sold is south of the 60-foot corridor.

The SANBAG staff does not feel that the sale of 0.62 acres of non-operating property will have an effect on the ability to implement transit service within the corridor in the future. Therefore, staff is recommending a finding that the 0.62 acres of non-operating property is no longer needed for SANBAG use.

Pursuant to Government Code 25365, SANBAG may, by a four-fifths vote, convey surplus property to the Upland Community Redevelopment Agency. The Upland Community Redevelopment Agency has commissioned an appraisal of the property with the expectation that a preliminary value will be determined by May 4th and a final value by May 14th. If available, staff will present to preliminary value to the Committee on May 12th.

The attached draft Purchase and Sale Agreement has been prepared by SANBAG legal counsel. As of the preparation of this item, portions of the Agreement are still being negotiated. However, it is anticipated that a final version will be available when the Committee meets on the 12th.

The sale of the approximately 0.62 acres requires the approval of an amendment to the SANBAG lease with the City of Upland (SANBAG Contract 97-035). The LACMTA Real Estate has prepared the amendment reducing the size of the leased property by the approximately 0.62 acres and providing a new exhibit showing only that portion of the non-operating property now subject to the lease. All other terms of the lease will remain in effect.

Financial Impact: This item has no immediate impact on the SANBAG Budget. The revenue received from the sale of property will be placed in the SANBAG Rail Asset Account and made available for future rail-related capital improvements.

Reviewed By: The Commuter Rail Committee will review this item on May 12, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Program

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin

MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century of 1997
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments